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SOUTHWEST CORRIDOR PROJECT NEWSLETTER



Above: Photograph of a large model of the proposed station platforms, part of the Corridor's system-wide elements. See story on Page 2.

CORRIDOR

NEWS

9

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Stations Approaching Final Form

en español

Las nuevas estaciones del Corredor del Suroeste, los componentes más visibles del proyecto, han entrado en una nueva etapa en su diseño. Después de ser repetidamente revisadas por las comunidades en los Comités de Estación, por la MBTA y por los equipos de asesores, las estaciones han dado un paso cualitativo en llenar los complejos requisitos del Corredor. Su estado actual de diseño es bastante cercano a la apariencia final que tendrán los edificios.

En abril y mayo del año pasado, el diseño de cada estación pasó por un período de evaluación que resultó en un esquema llamado "el primer poste millar." En ese momento, los arquitectos presentaron a los Comités de Estación una serie de planos, secciones y maquetas que fueron objeto de discusión y provocaron una serie de recomendaciones que fueron incorporadas al diseño. El MBTA aprobó entonces el diseño preliminar de los

edificios.

Desde entonces los arquitectos han estado elaborando y refinando el esquema, tomando en cuenta problemas de ingeniería, planificación, diseño urbano y arquitectura paisajista. Se han hecho presentaciones periódicas a los Comités de Estación.

En febrero o marzo de este año cada una de las estaciones pasará por una segunda revisión mayor, el "segundo poste millar", que será la última ocasión para que los residentes y personas interesadas hagan sugerencias de cambios importantes en el diseño.

Desde ahí en adelante no será posible cambiar la organización básica, estructura o método de construcción de las estaciones; los cambios se limitarán a detalles, el uso de materiales, la localización del arte, etc. Los arquitectos procederán entonces con los planos de trabajo y documentos de contrato.

En esta edición se puede encontrar el diseño actual de cada estación al acercarse el "segundo poste millar."

The transit stations for the southwest Corridor have entered an important new stage of design. After considerable review by the communities surrounding each station, as well as by the MBTA and the consultant team, the present design stage represents a significant step in meeting the complex requirements of the Corridor. The present schemes are close to what the finished buildings will look like.

During April and May of last year the design for each station passed the first schematic milestone design review. At that time the station architects presented plans, sections, perspectives, and models to each SATF.* The SATFs then made recommendations to the MBTA who had the consultants incorporate them into the design. The MBTA then approved each concept scheme.

Since that time, the architects have been refining the design for each station, taking into consideration issues of planning, urban design, landscaping and engineering. Throughout the past year, the architects have presented their work in progress to the SATFs.

During February or March of this year, each of the stations had their second milestone review. This will offer the last opportunity for community residents and businessmen to make suggestions for major revisions to the design of each station.

Once this stage of design is complete, the basic organization, massing, construction method and the appearance of each station will be fixed. Then, the station architect will proceed to translate the scheme into the construction documents from which the station will be built.

The community will continue to review the ongoing work of the architects, but because only one design can be carried into the construction documents phase, changes must be limited to the use of materials, details, surface treatment, location of art, etc.

This issue of *Corridor News* reviews the present state of each station as it approaches the second design milestone.

* SATFs: Committees advising the MBTA and the Consultants on the work around each station.

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FROM THE PROJECT MANAGER

T MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

Southwest Corridor Project
131 Clarendon Street, Boston, MA 02116
(617) 722-5934 (617) 522-6074

This issue of Corridor News provides an exciting look into the future of the Southwest Corridor Project. The models and drawings shown here give us a clear view of all eight stations on the New Orange Line.

In addition to the work already taking place in the South End there will soon be construction in Jamaica Plain and Roxbury. Concrete and steel will replace drawings and models as the Southwest Corridor takes shape.

Sincerely,

Anthony Pangaro
Anthony Pangaro

ANSWERS QUESTIONS

What will be the size of Back Bay Station compared to other stations on the new Amtrak service to New York?

Amtrak has classified existing and projected stations according to the number of users, level of services, etc. Back Bay Station falls in the Class A category, which includes the largest and most complex stations. The Amtrak computer is currently revising the projected daily patronage for each station on the line.

ANSWERS QUESTIONS

Why won't the Corridor Project put bikereads inside the stations?

Bike racks will be located outside of the stations within view of the collector's booth. Experience in other places shows that putting them inside interferes with pedestrian circulation to and from the waiting platform.

ANSWERS QUESTIONS

¿Qué tamaño tendrá la estación de Back Bay comparada con las otras estaciones entre Boston y Nueva York?

AMTRAK ha clasificado esta estación como una de "clase A" que incluye las mas grandes. Las computadoras de AMTRAK están proyectando el numero de usuarios para cada nueva estación.

ANSWERS QUESTIONS

¿Por qué no habrá estacionamiento de bicicletas dentro de las nuevas estaciones?

Accesorios para estacionar bicicletas se colocarán afuera de las estaciones, pero a la vista del personal de la estación. La experiencia señala que dentro de las estaciones las bicicletas interfieren con el tráfico de peatones.

System-wide Design

On January 10 an Open House was held at the offices of Stull Associates, coordinating architect for the Southwest Corridor Project. Models and drawings were displayed. These showed components for the station platforms and transit line between stations, as well as examples of Parkland furnishings. Members of the community commented on these designs before the consultants recommended them to the MBTA.

A large scale model of a typical station platform was a center of attention at the Open House. The model and accompanying drawings showed recommended designs for seating, weather protecting enclosures, graphics, and advertising locations at the platform level. Also shown in the model were canopies which will cover a portion of the platforms, lighting, and vertical circulation elements -- the stairs, escalators, and elevators.

Drawings of the elements located between the stations, such as tunnel portals, fences, and wall textures, were also on view. The architects who designed these elements also gave a slide presentation of the recommended designs and discussed the way these evolved as a result of comments from community residents, other project consultants and the MBTA.

Landscape architects from Roy Mann Associates presented slides and drawings that described the Parkland furniture: benches, lighting standards, and bike racks. Also shown were a small model of a park bench and a full size mock'up of a bike stand.

The Department of Environmental Management, the state agency that will manage the Southwest Corridor Parkland, has been actively reviewing the park furnishings to ensure that the recommended designs can be easily maintained.

Corridor residents have had additional opportunities to review and comment on the system-wide elements at Neighborhood Committee meetings in each section. The coordinating architects will continue to refine the designs as they work with the station architects who are applying the elements to each station.

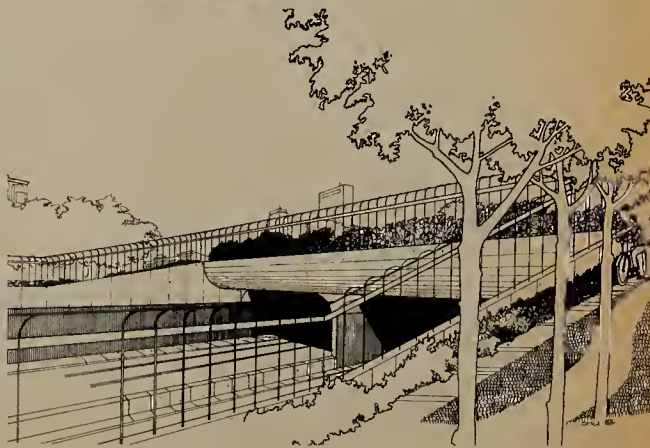
en español

El pasado 10 de enero las oficinas de Stull Associates, los coordinadores de la arquitectura en el corredor, se abrieron a las comunidades para la discusión de los elementos de diseño que serán consistentes através del Corredor.

Entre estos resaltan distintos componentes de las plataformas de espera, algunos de éstos ilustrados en esta página.



Model, above, and architect's rendering, below, of street bridge from the Corridor Parkland. Maqueta y dibujo de un puente nuevo, visto desde los parques del Corredor.





Left: Model photograph of the design proposed for new bike racks. Other pieces of "park furniture" are described in the article below.
 Izquierda: Una maqueta del diseño propuesto para un artefacto para estacionar bicicletas. Otros "muebles de parque" incluyen asientos y bancos, mesas, postes de iluminación, letreros, kioscos, barreras, y receptáculos de basura.

Parkland Furniture

Elements placed in a park for the convenience or safety of park users and for park maintenance needs are often referred to as "park furniture". The design, placement, and care of such elements are as important to the community of park users as furniture in our own houses. Unattractive or helter-skelter design, weak construction, bad location, and poor maintenance of park furnishings can invite vandalism, unsatisfactory maintenance, high replacement costs, and—well—just plain dissatisfaction for all of us.

To ensure that furniture for the Southwest Corridor Parkland will meet the needs of the community and of the park's caretakers, the Department of Environmental Management's (D.E.M.) three design objectives have been established for furnishings: they should be more durable than many have been in other parks to date; they should be easily repaired, repainted, or replaced if necessary;

and their design quality should be sympathetic both to the modern day construction methods of the Southwest Corridor Project, and to historic Boston, as expressed by the Olmsted Park System, for example.

Roy Mann Associates, Coordinating Landscape Architects for the SWCP, is currently developing designs for nine basic Corridor furniture types: benches, seats, tables, lighting fixtures, signs and path markers, information kiosks, bike racks, bollards, and trash receptacles.

To ensure a unity of appearance for the Park's various fixtures, the same furnishings will be used throughout the Corridor Parkland. RMA is also preparing guidelines for the design of other system-wide park elements such as the Corridor dual foot/bike path system, street crosswalks, and cross-street planting areas. The path environment will combine with furnishing

design to reinforce parkland unity and future maintenance.

Within the park, the nine furniture components and other system-wide elements will be complemented by play equipment and special parkland features designed by the station landscape architects.

Each of the nine furniture types will be unified through the use of coordinated materials, finish, and color.

Park and community information, maps, historic highlights, and graphic art panels will be provided on kiosks located at each of the eight MBTA stations. Foot/bike path markers, street markers, and other signs will also be specifically designed.

Furniture design has passed through an initial analysis of park furniture in use throughout the United States, a design development stage with reviews by the MBTA and the DEM, and design

review by other SWCP consultants.

Hopefully, the whole new "family" of furniture designs will bring satisfaction to the Corridor Community.

en español

Los elementos colocados en un parque para el uso y conveniencia de los usuarios y para facilitar el mantenimiento llevan el nombre común de "muebles de parques". El diseño, colocación y cuidado de estos elementos son tan importantes para los que usan un parque como lo son para nosotros los muebles en nuestras propias casas. Cualquier equipo mal diseñado, mal construido, mal localizado o mal mantenido tiende a invitar vandalismo y alto costo de reemplazamiento.

Parkland Management Advisory Committee Meets

The Parkland Management Advisory Committee (PMAC) met in February to resume its discussions on management issues. At this meeting the principal topic for discussion was maintenance.

The Department of Environmental Management (DEM), the state agency that will manage the Southwest Corridor Parkland, presented information on maintenance cost and staffing requirements. Representatives of DEM also discussed situations comparable to the Corridor and management techniques.

Roy Mann, coordinating landscape architect, made a brief presentation on how community organizations in other cities engage in public park maintenance.

In response to requests from PMAC members, more detailed material on maintenance options will be prepared for coming PMAC meetings.

en español

El Comité de Asesoría a la Administración de Parques (PMAC) se reunió el 1 de febrero para continuar sus discusiones sobre problemas de administración. En esta reunión el tema principal de discusión fue el mantenimiento.

En estas reuniones, el Departamento de Administración Ambiental (D.E.M.), la agencia estatal que administrará el sistema de parques del corredor, presenta información sobre los costos de mantenimiento y sobre el personal requerido, así como información sobre la administración de otros parques similares a los del corredor, y cómo ésta se lleva a cabo donde hay parques bajo su jurisdicción.

Roy Mann, el coordinador de la arquitectura paisajista hizo en esta ocasión una presentación



Above: PMAC meeting. Arriba: Reunión del PMAC.

breve del diseño propuesto para el equipo y "muebles" que se usarán a través del sistema de parques, tales como bancos, kioscos de información, estacionamiento de bicicletas, etc. La dis-

cusión giró alrededor del efecto que el diseño de estos elementos puede tener en la administración de los parques; en futuras reuniones se volverá a discutir este tema.

SATF and Community Meetings

Back Bay

On December 7, Michael McKinnell of Kallmann, McKinnell, Wood/Bond Ryder, the Back Bay Station Architects, presented current plans to the Back Bay SATF.

The station's organization retains the Orange Line paid lobby at the center of the concourse. Its dominance reflects the large projected ridership. Amtrak and Commuter Rail facilities are located on either side of the main concourse. Dartmouth Street will become an active edge with shops, and Clarendon Street is enhanced by a forecourt for autos and taxi drop-off of patrons.

en español

En diciembre pasado, los arquitectos de esta estación, Kallmann, McKinnell, Wood/Bond Ryder, presentaron al Comité de Estación su plan revisado para el edificio.

La estación sigue más o menos la misma organización física que se había planificado hace varios meses, con algunos cambios importantes reflejados en los dibujos presentados en la página. La estación será una de las más grandes del corredor; dentro de ésta dominarán las facilidades de tránsito, con 38,000 usuarios diarios proyectados.

Section I: Cover Task Force

The programmed activities and landscape for Section I have been refined. Landscape Architects for the Cover in Section I, Moriece & Gary, worked with local residents at two community workshops held November 27, and December 4, 1978. Where areas had been designated merely as green space, for example, residents were able to develop a rolling, hilly lawn; Carleton and Claremont Streets are both to remain continuous on their respective sides of the cover, but each will curve in a meandering fashion in order to break up the monotonous "bowling alley" effect of a long straight street.

Since these workshops, the SWCP office and consultants have met with the

Mass. Ave.

SATF members reviewed Station plans on November 30, 1978.

Because of train clearance problems the underpass has been relocated to the Fenway side of the MBTA tracks instead of between the transit tracks. Residents expressed particular concern over whether security in the underpass was compromised by this new location. Randall Imai, project manager from WFEM, explained that the person in the change booth can still see the underpass. He added that the new location opens up some nice design solutions for the lobby.

en español

El diseño de esta estación de Mass. Ave. ha sido elaborado y revisado considerablemente. El Comité de Estación ha escuchado una presentación de Randall Imai, el arquitecto de WFEM, donde explicó las razones para los cambios y el potencial de diseño que tiene el vestíbulo después de estos cambios. Personas interesadas en revisar el diseño de la estación deben contactar a Janet Hunkel, planificadora de la Sección I, o hacer planes para atender una presentación de la arquitectura en esta sección.

City of Boston agencies that will maintain the streets and use them for delivery of services.

en español

En noviembre y diciembre pasados se llevaron a cabo una serie de reuniones y talleres en la comunidad donde los arquitectos paisajistas encomendados con desarrollar el diseño de la cubierta - Moriece and Gary, Inc., hicieron presentaciones y recibieron comentarios. Como resultado se decidió, entre otras cosas, cambiar algunas de las áreas verdes a un terreno ondulado cubierto con prado y rediseñar las calles Carleton y Claremont para que no lleven una ruta recta, sino de curva.

Ruggles St.

Mary Hodge of Mission Hill Extension was nominated Moderator for the Ruggles SATF on November 28, 1978 at the Tobin Gym. This nomination will be acted upon at the next Ruggles SATF. Randy Lewis of Stull Associates, station architect, presented progress to date: Elevators for the handicapped were substituted for ramps. New roof studies were done and the architects looked at some modifications to the internal circulation of the station.

SATF participants continued to discuss access across Ruggles Street to the station. The MBTA representative said they would look at the station further to see how access to Mission Hill Extension could be improved.

en español

Mary Hodge de Mission Hill ha sido electa la nueva moderadora de este Comité de Estación.

El Comité ha concentrado su discusión en el diseño de la estación durante los últimos meses. Basándose en recomendaciones de la comunidad, los arquitectos de Stull Associates han modificado los planos del proyecto, con atención especial al acceso igual a la estación de parte de la comunidades que lo rodean, evitando que el edificio dé la apariencia de ofrecer una "puerta atrás" a algún sector.

Section II: Arterial St.

The reconstruction of Tremont Street between St. Cyprians Street and Roxbury Crossing and Columbus Ave. between Roxbury Crossing and Jackson Sq. was reviewed by the Neighborhood Committee. Herb Benson of Frederic R. Harris, Section II design engineers, presented the latest drawings showing a six lane street with 11' wide lanes and a 2' median and a wider median at inter-

Roxbury

Crossing

Much discussion centered around the possibility of building approximately 10,000 sq. ft. of commercial space at the same time the station is built. This space would border Tremont St. and would be a shell until a tenant was chosen. Residents discussed their request for additional decking. John Reilly from KE/FST reported on the estimate for additional decking: The total additional cost for Section II would be \$29 million.

Anthony Pangaro stated that the project EIS dealt with noise and that it only justified decking in the areas of high housing density like the Mission Hill Housing Development or near a school. Mr. Pangaro encouraged residents to look at joint-development options that could possibly provide some additional decking as part of a new development near the project.

en español

El Comité de Estación de Roxbury Crossing ha estado discutiendo, entre otros temas, el diseño de la estación, la posibilidad de construir espacio comercial, y el deseo de los residentes de añadir cubierta adicional a la vía del tren.

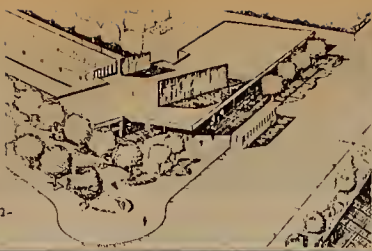
sections. Discussion centered around whether there would be parking. Anthony Pangaro mentioned that in off-peak hours parking might be allowed. It was also stated that most intersections would be signalized and this would slow auto traffic down.

It was suggested that the walk light be phased to allow pedestrians to cross the entire street and not only as far as the median.



Right: Roxbury Crossing Station, architect's rendering. This station was presented in the last issue of the *Corridor News*.

Far Right: Section III Neighborhood Committee meeting.



Jackson Sq.

The Jackson Square SATF met on November 15th at the Bromley Heath Community Center. Ms. Betty Green of Academy Homes was elected the SATF Moderator. The station architects' team of Turner/Huygens and Tappe presented their station progress to date. The question of bus routes was raised. Ken Kruckemeyer of the MBTA noted that the Centre St. bus would continue on Centre St., the Mattapan bus and the Tremont St. bus would terminate at Jackson Square instead of Egleston Station.

Safety in and around the stations was discussed. Frank DiMella of Huygens & Tappe said the station would be designed to give the fare collector and MBTA starters the greatest amount of visibility possible. Also the stairway, elevator and escalator would be designed in the same way.

Parcel 35 was also discussed. It represents approximately 20,000 sq. ft. of development space directly adjacent to the Jackson Square station and could contain parking for approximately 30 autos. This space would not be built at the same time as the station, but some site preparation could be done at the time the station is built.

Boylston St.

On January 8, 1979 residents of the Boylston Street area reviewed a refined preliminary design of the Boylston Street Station prepared by architects Kubitz and Pepi, Inc. This design (see Station Design article) was developed from the best features of the two alternatives discussed in November. It incorporated several suggestions made by the community. The station makes better use of passive solar energy; residents now feel it is beginning to "look" like their neighborhood.

Green St.

The Green Street Station Area Task Force met informally at an architect's "Open House" at the Section III Field Office on January 11th. Architects Sy Mintz, Tosh Kawakami and Doug Hyde brought numerous massing models of the station. Residents enthusiastically participated in moving model parts around to help evaluate possibilities for organizing the forms. They were pleased the architects abandoned the study of a flat-roofed scheme and there was general approval for breaking up the station

Forest Hills

Forest Hills area residents and businessmen met on November 29, 1978 to review design work to date on the Forest Hills Station. MBTA project manager Anthony Pangaro explained the background of decisions and neighborhood support leading to the publication of the Final Environmental Impact Statement, which included all the work to be done at Forest Hills. With the adoption of the EIS by the Federal government, parking spaces for 500 cars have been included in the program for the station area. Mr. Pangaro then described the various alternative locations for automobile parking which had been considered. He explained that air-rights parking above the transit station was best in terms of minimizing the number of cars passing through the Forest Hills area and minimizing the impact on nearby residences.

Architects Charles Redmon and Robert Wilson from Cambridge Seven Associates showed a revised station design which fits better in its surroundings than earlier designs (see Station Design article). Some SATF members felt the design was much improved; others felt that not even a 500 car parking facility was desirable. Anthony Pangaro reiterated that this amount of parking had to be built to prevent pressures for parking lots and to replace existing parking capacity to be eliminated by the new station complex.



Richard Heath, president of the Franklin Park Coalition, discusses landscape design of the SWCF in Jamaica Plain.

en español

Entre los temas más importante que ha discutido este Comité de estación están los siguientes:

Se eligió a Betty Green, residente de Academy homes, como moderadora.

Se han aclarado las nuevas rutas de autobuses una vez que las estaciones de tránsito del corredor comiencen a funcionar.

El diseño de la nueva estación se ha modificado tomando en cuenta consideraciones de seguridad que han traído los residentes.

Se han examinado las posibilidades de desarrollo de la parcela 35. Esta parcela contiene 20,000 pies cuadrados de espacio con potencial de desarrollo.

Residents approved the architects' proposal to use brick for station walls. Much interest was expressed in the possibility of designing interesting floor patterns in the station lobby. Further SATF review of this station will focus on location and character of graphics and artwork, and refinement of details which affect how the station will look.

en español

La discusión de este Comité de Estación ha girado en torno al diseño de la estación, tocando temas como los materiales y superficies, tragaluces, arte, etc.

into smaller, sloped-roofed masses. The various models also illustrated ways of bringing natural light into the lobby and circulation areas. Residents agreed with the architects that this could be an important feature in the development of the building's character. The architects have been preparing a single scheme incorporating refinements and comments; this was formally presented to the SATF in March,

en español

Se han discutido varios diseños alternativos; los arquitectos trabajan en una síntesis de éstos.

en español

El tema que más ha preocupado a los miembros de este Comité de Estación, ha sido el estacionamiento de quinientos automóviles en una estructura construida sobre la estación. Se ha explicado que el Análisis de Impacto Ambiental previó la construcción de esta estructura para evitar exceso de tráfico en el vecindario e impedir que las calles cercanas se conviertan en estacionamiento para viajeros diarios.

SECTION III OFFICE: The Howard Needles Tammen and Bergendoff Section III Field Office at 658 Centre Street, opposite the fire house in Jamaica Plain, is open Tuesdays and Fridays 9 a.m. to 5 p.m. Displayed are the parkland concept plans for Section III, some recent landscape design refinements, and station designs most recently reviewed by the three SATFs. Also available at the field office are back issues of the *Corridor News*, SATF minutes and handouts.

Southwest Corridor Project Newsletter April, 1979

Archaeology in the S. W. Corridor

Museum of Afro-American History Begins Survey

The Museum of Afro-American History has begun an archaeological reconnaissance of the Southwest Corridor Project area. The study, required by the federal government, will probe the archaeological potential of the SWCP area.

In the first phase, research will determine if significant archaeological artifacts exist so that nothing will be accidentally destroyed during project construction.

The museum research staff is examining the history of areas in the South End, Roxbury, and Jamaica Plain to find out who lived in the "neighborhoods" and how they used the land. Maps and documents at the State Archives, the Massachusetts Historical Society, the Boston Public Library and the Boston Athenaeum are being researched. The archaeology staff will evaluate the research and decide if remains of historic buildings and artifacts still exist in the Southwest Corridor, buried under the rubble from past demolition or construction. Excavation of historic remains could add to our knowledge of the history of these parts of Boston.

The geography of Roxbury, in particular, was very different 400 years ago. All of the land from Ruggles St. toward Boston was a marsh; a brook, called Stoney Brook, ran from Dedham through West Roxbury, Jamaica Plain and Roxbury and emptied into the Back Bay near the corner of Ruggles and Parker Streets. Before any European settlers came to New England, the Boston area was inhabited by Native American groups which used the brooks, rivers and marshlands around the area as a source of food and a source of material for housing and clothing.

When Roxbury was settled by Europeans in 1630 several people built their houses near the meadows along Stoney Brook. During the 17th and 18th centuries



ROXBURY, MASSACHUSETTS, AS SEEN FROM TREMONT ROAD.

1832

grist mills were built along Stoney Brook, one of which was located at Roxbury Crossing. In 1832 the Boston and Providence Railroad line was built through the area in the same place as the present railroad line. More factories were built along Stoney Brook including breweries, tanneries, shoe factories, and ropewalks.* In the 1870 s after Roxbury became a part of Boston, the City decided to move Stoney Brook to prevent frequent flooding. Marshy land around it was filled in. The course of the brook was changed and eventually it was put in a culvert*below ground. The railroad line was also widened in this period and Columbus Avenue was extended all the way out into Roxbury.



en español

En noviembre de 1978, el Museo de Historia Afroamericana comenzó un estudio arqueológico del área que rodea al Corredor del Sur-oeste, con el propósito de evaluar su potencial arqueológico. El estudio consiste de investigaciones históricas para determinar si existen aún algunos lugares o características con valor histórico antes de que sean destruidas por la construcción. En esta fase del proyecto, no se llevarán a cabo excavaciones.

El equipo de investigaciones del Museo está reconstruyendo la historia del South End, Roxbury y Jamaica Plain para determinar quién vivió en estas áreas y cómo los distintos grupos usaron la tierra. Se están estudiando mapas y documentos en los archivos estatales, en la Sociedad Histórica de Massachusetts, en la Biblioteca Pública de Boston y en el Ateneo de Boston. Las investigaciones serán evaluadas por el equipo de arqueología para determinar si existen edificios históricos o artefactos

sepultados por demoliciones llevadas a cabo en el pasado o bajo el terraplén*de la vía de trenes.

Hace 400 años, la geografía de Roxbury era muy diferente. El terreno desde la calle Ruggles hacia Boston era pantanoso; el área hoy llamada Back Bay era una entrada de mar. Un riachuelo, llamado Stoney Brook, corría desde Dedham por West Roxbury, Jamaica Plain y Roxbury y desembocaba en Back Bay cerca de donde hoy está la esquina de las calles Ruggles y Parker. Antes de que los colonizadores europeos llegaran a Nueva Inglaterra, los americanos nativos usaban los arroyos, ríos y ciénagas como fuente de comida y de materiales para vivienda y vestimenta.

Cuando los europeos llegaron a Roxbury en 1630, varias familias construyeron casas cerca de la ciénaga que bordeaba a Stoney Brook. Durante los siglos 17 y 18, se contruyeron varios molinos en este arroyo, uno de ellos en Roxbury Crossing. En 1832 se construyó el Ferrocarril de Boston y Providence en el lugar que hoy ocupan los rieles de Amtrak.

What Happens Before Construction Begins ?

The Corridor News began a series of articles on construction in the last issue. The first article explained the steps that will take place during construction in each section of the Corridor. This article focuses on what happens before construction begins. All these steps will be described in more detail at Neighborhood Committee meetings on construction scheduled for this spring, and in forthcoming issues of the Corridor News.

FINAL DESIGN: Currently, engineering, station architecture, and Parkland landscape architecture work is entering the final design phase. During this phase almost all decisions on what will be built are to be made. At the end of final design, all contract documents will be completed. These documents include:

working drawings (plans, elevations, sections, and details) which describe what will be built and where design elements will be located; specifications which describe the materials to be used and their installation; and general and special conditions that describe the other responsibilities of contractors. Taken together these contract documents spell out

the final results to be produced during construction.

Some provisions in the contract documents protect the owner, the MBTA, by specifying in detail what they expect to receive at the end of construction. Other provisions protect the community by stating what they can expect during construction. For example, the contract documents will require contractors to work only between certain hours during the day -- prohibiting work early in the morning and late at night. The contract documents may also set a probable frequency of trucks moving on particular routes to and from the job site. Contractors bidding on the job will be required to follow these and other conditions set to protect the community.

REVIEW OF CONTRACT DOCUMENTS: After contract documents are completed, they must be reviewed and approved by the MBTA before public bidding begins.

BIDDING: Following advertising for bids, the MBTA will distribute sets of contract documents to interested construction contractors so they can study the documents and prepare

bids. The general contractors locate sub-contractors to do specific portions of the job. For example, they must find subs to do excavation and truck hauling, formwork and concrete work, and electrical sub-contract.

The general and sub-contractors then estimate costs for labor, materials, items like equipment rental, and so forth. The contractors also consider how to meet local, state and federal regulations and figure that into their costs. The contractors include an amount for their profit and then make what they hope will be the lowest bid.

The general contractors select specific methods of construction they feel will best attain the results called for in the contract documents at the lowest cost.

REVIEW AND APPROVAL OF BIDS: After bids have been submitted to the MBTA and opened publicly, the bids are studied during the award period. The lowest qualified bid is then accepted by the MBTA Board of Directors. Because 80% of the project is paid for with federal funds, DOT must also approve the award before the contract can be awarded to the lowest bidder.

AWARD: The general contractors for each separ-

ate contract prepare to begin work after awarded the job. Each general contractor must prepare and submit a detailed construction schedule to the MBTA soon after the contract award. Contractors may also be asked to describe construction methods before work actually starts.

BEGIN CONSTRUCTION: Work in each section will be done under several separate contracts such as early excavation, line construction (including structural work, and civil engineering components), and station construction. Because of existing conditions of surrounding buildings, the embankment and underground water, each section will be built differently. Construction will generally follow the steps described in the last issue of the Corridor News.

en español

Antes de que se comience a construir el Corredor, El proceso de construcción pasa por una serie de etapas: Diseño final, Documentos de contrato, que incluyen dibujos de trabajo, especificaciones, y condiciones generales, revisión de los documentos de contrato, ofertas de contratistas, revisión de las propuestas y presupuestos que someten los contratistas.

St. Charles & Cazenove St.

Canopies between Berkeley and Clarendon Streets will reduce the noise level on St. Charles and Cazenove Streets in the South End's Ellis Neighborhood. Small, locally oriented parks will enhance the street ends.

The basic engineering design of the noise canopies is established, although some modifications will be made as the landscape design and street configurations are tied down.

The canopy closest to the ends of St. Charles and Cazenove Streets will baffle Amtrak and Commuter Rail peak noise level ("L max.") by 13-31 decibels below today's level. The average noise level ("Leq") will be reduced by 15-17 db. The

other canopy, similar in design, but larger than the first (see sketch) will meet the SWCP's noise criteria of 67 db, outside at the nearest residence. Significant noise relief from the Mass. Turnpike (now the dominant noise source at an Leq of 81 db) and the B&A trains will also be accomplished by the canopies. Although the turnpike will remain the dominant noise source, its noise could be reduced by up to 12 db. For residents of St. Charles and Cazenove Streets, that's more than a halving of the noise. The average noise level from all trains and the turnpike will be 67-68 db at the top floor of 16 St. Charles Street (this is the worst case situ-

ation); 59-60 db (A) at the bottom floor of the same building; and significantly less noise further down the block. Residents discussed three options for the design of Cazenove Street. The options are: a) rebuild the street as it is now, b) dead-end the street with a hammerhead turnaround for local traffic and an emergency lane through to Columbus Ave., and c) deadend the street with a hammerhead turnaround only.

en español

Una de las preocupaciones primordiales de los vecinos de las calles St. Charles y Cazenove ha sido el ruido que puedan generar los trenes frente a su vecindario. Es por esto que se ha prestado intensa atención al diseño de unos pabellones que cubran las plataformas de espera localizadas allí, con énfasis a reducir el ruido. Larry Whittig, de la firma Bolt Beranek and Newman, ha dirigido un estudio acústico de estos pabellones. Es espera que el ruido pico producido por los trenes se reduzca entre 13 y 21 Decibels y que el ruido average se reduzca entre 15 y 17 Decibels.

***BID:** an offer to execute a job for a proposed price.

***DECIBEL:** a unit used to measure sound level.

STATION DESIGN

Back Bay

Design activity on Back Bay Station has focused upon station architecture. The lobby plan illustrates a refinement to the earlier design. Two lines of columns resting on the walls of the train tunnels define the concourse: the straight line of the north wall, following the alignment of the B&A tracks, runs almost parallel to the adjacent Hancock Garage; the south wall, following the Southwest Corridor alignment, curves through the station. The station architecture thus reflects what is happening below grade (the convergence of two major rail lines as they enter the city) and at the same

time responds to the major pedestrian entrance at Dartmouth St. by widening the concourse at this important location.

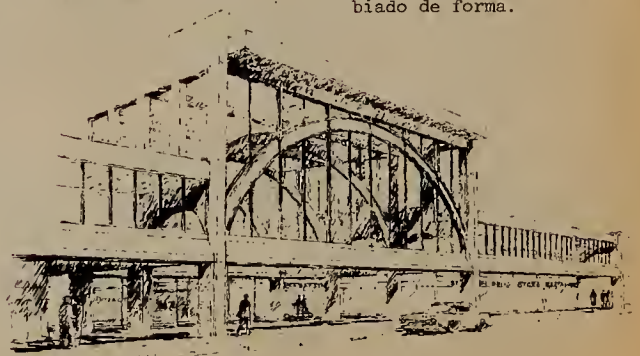
Although the concourse is no longer enclosed by a glass vault, large clerestory windows located in the side walls will provide an abundance of natural light without the maintenance or environmental problems associated with a glass roof. The arched form for the roof supports has been maintained, and the flat roof construction permits the concourse to continue out to Dartmouth St., where it becomes a unique part of the sidewalk arcade.

en español

El diseño de la estación de Back Bay se ha estado enfocando en la arquitectura del edificio.

El plan del vestíbulo

ilustra cómo se ha refinado el diseño anterior. Se mantienen dos hileras de columnas que definen un pabellón central, pero éstas han cambiado de forma.



Mass. Ave.

Mass. Ave. Station will be located on the southwest side of Massachusetts Avenue between St. Botolph Street and Columbus Avenue; the station site will be directly over the existing Amtrak/MBTA right-of-way. Access to the station will be from both sides of Mass. Ave.: the entrance on the southwest side leads directly into the station lobby while the northeast entry has access to the lobby via a new underpass beneath Mass. Ave. In addition, the station platform will have an exit to Camden and Gainsborough Streets at the southeast end of the platform.

Throughout this phase of the project the station architects have developed design concepts that satisfy the station "program" (the required spaces and their relationships) and respond to the following major design goals:

1. to provide an environment that will accommodate safe and efficient MBTA operations,
2. to provide a visually open, yet secure and durable environment,
3. to integrate form and function by developing station design that is

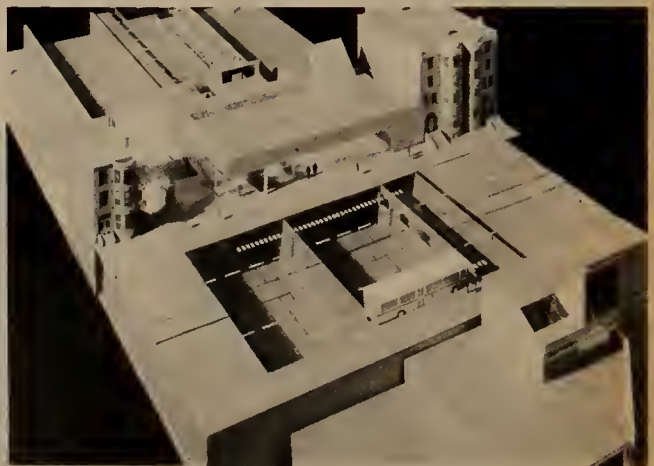
compatible with the existing physical environment and street activity along Mass. Ave.

To achieve these overall goals one of the major factors influencing the design is that the attendant in the primary collector booth may be able to see the entire underpass. This has been accomplished by dividing the station headhouse (lobby, paid area, unpaid area) into two levels. The mezzanine level, which includes the collector's booths and turnstiles, is approximately four feet lower than street level. This relationship provides sightlines to the underpass as well as to the platform and the entrance/bus waiting area on Mass. Ave. Other major design factors: The interior of the station should be visible from Mass. Ave. Major circulation paths should be as direct and as straightforward as possible from the entrance to the platform.

Recently the station architects have developed a simplified design concept which is a refinement of previous plans. The major

features of this scheme include:

1. the front of the station is parallel to Mass. Ave. creating a continuous frontage, with recesses for bus waiting as well as station and commercial space;
2. a small area is located on the east side of the station to provide a link to the linear park network;
3. the total area of the station has been reduced by approximately 20%;
4. skylights and changes in ceiling heights have been introduced to create spatial variety and enhance the use of natural light;
5. a lightwell* has been introduced to direct as much natural light as possible into the pedestrian underpass.



Above: This photograph of a model of the proposed Mass. Ave. Station shows the underpass connecting entrance on the north side of Mass. Ave. to the station headhouse.

* Arcade: A covered walkway lined with shops.

* Lightwell: A deep, narrow skylight.



Right: Detail model of the Ruggles Street station showing the connection between the barrel-vaulted pedestrian bridge and circulation "pod" down to the bus berth.

Ruggles Street

The Ruggles Street Station is designed to serve the existing community as well as future development. Adjacent residential communities include Mission Hill, Whittier Street and Roxse Housing and the new housing of the Lower Roxbury Community Corporation (LRCC). Northeastern University and Wentworth Institute are to the north. Development parcel 18 is to the south.

The major objective of the station is, first, to provide strong linkages within the community and, second, to enhance the desirability for development on parcel 18, the largest development parcel within the Corridor.

The primary element of the station is a major pedestrian bridge along which occur commercial space and four circulation

"pods". These pods contain the stairs, escalators and elevators that connect to the platform, commuter rail platform and bus loading berths.

While the internal layout of the station is now firm, the architect and Station Area Task Force members are currently examining access to the station, entry and gestures of welcome, and the overall scale.

The Architects of Ruggles Street Station are Stull Associates, Inc.

en español

La estación de la calle Ruggles prestará servicios a una vital comunidad existente. Colindan con la estación las comunidades de Mission Hill, Whittier Street, Roxse Housing, y LRCC. Las Universidades de Northeastern y Went-

worth están al norte. Al sur queda la Parcela 18.

El objetivo principal de la estación es de servir como eslabón que una las distintas comunidades que la

rodean. Además, la estación persigue la meta de fomentar el desarrollo en la Parcela 18, el terreno baldío más grande de los destinados a desarrollo comercial.



Above: Model photograph showing roof plan and site context of Ruggles Street station.

Jackson Square

Following the presentation of the Refined Design Concept for the Jackson Square Station to the SATF, Turner Associates, Huygens and Tappe, have proceeded with design development. The concept features a series of flat-roof areas that define major activities and that step up the gradual slope of Centre Street.

The entrance lobby between the bus canopy and the transit station features a higher space with natural skylighting to provide a bright arrival point, as well as a protected area for waiting bus passengers. Trees and landscaping from the Corridor park are brought right up to the lobby's glass walls, creating an inviting view as well as shaded areas for outdoor sitting in warm weather.

The western side of the lobby roof slopes down in a distinctive form that reflects the movement of patrons from the lobby to the Orange Line platform level. The high roof covers the center third of the platform, and sky-

lights in combination with glass walls at street level allow abundant natural lighting into this two-story space. Visual contact between persons on the street as well as the station collector's booth, enhance the security of patrons on the platform. A decked surface covers the remaining two-thirds of the platform at each end.

To the north of the station, the Corridor Parkland has been developed with a variety of spaces responding to the requests of the SATF. Sitting areas, game tables and community garden areas for the elderly have been located closest to the housing units, while children's play areas are immediately adjacent to the existing Bromley Heath Community Center. An outdoor amphitheatre fits into the sloping site adjacent to the center's entrance so that its productions can take advantage of facilities within the center.

Basketball courts and hard surfaced play space are located over the decked area,

their noise removed from the housing. A green space bounded by trees will be located at the corner of Heath Street and Columbus Avenue at the northern entrance to the park with provisions for volleyball and other grass surface games.

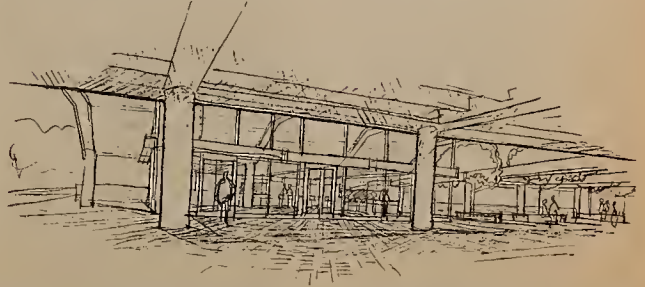
en español

Después de la presentación del diseño conceptual al Comité de Estación de Jackson Square, los arquitectos, Turner Associates, P.C./Haygens and Tappé, Inc. han continuado elaborando el diseño del edificio.

El esquema consiste de una serie de áreas bajo techos planos escalonados que siguen la pendiente de la calle Centre.

El vestíbulo del edificio, localizado entre el pabellón de guaguas y la estación en sí, destaca un tragaluz que lo baña de luz natural, así como paredes de vidrio que dan directamente a los jardines. Las áreas de espera están ubicadas aquí.

Hacia el oeste, el techo del vestíbulo declina distintivamente, reflejando el movimiento de los usuarios hacia los trenes.



JACKSON SQUARE STATION LOBBY - INTERIOR VIEW FROM PEDESTRIAN CIRCULATION - OVER BUS CANOPY
TURNER ASSOCIATES, P.C., HUYGENS AND TAPPE, INC.

* Canopy: A roof covering an area open to the weather.

* Vestíbulo: Lobby

Left: facade proposed for
Boylston Street Station.
Izquierda: fachada propuesta
para la estación de la
Calle Boylston.



Boylston Street

The design of the Boylston Street Station is the result of combining several major design objectives. It blends structural clarity and the introduction of natural light. Skylights and windows accent the fare collection and vertical circulation areas. A full length protective canopy along the front of the station defines the main entrance, and reinforces the street geometry. The station's high street facade provides a pleasant contrast to the new Corridor Parkland across Boylston Street.

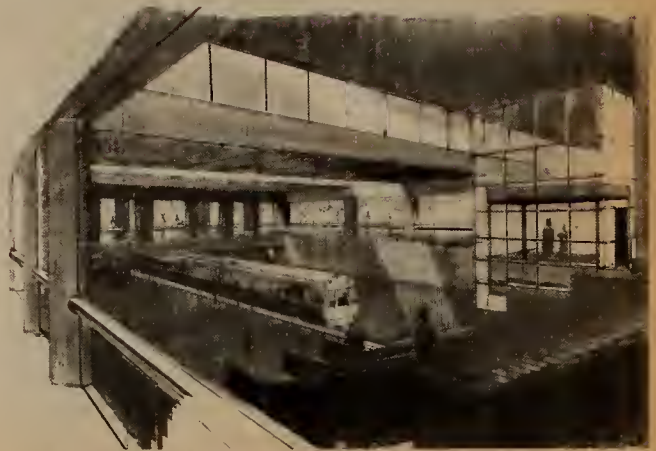
The architects for the station, Kubitz & Pepi, envision the building materials to include brick for warmth and texture, glass for sunlight and openness, and metal roofing for patina and color. An element of particular interest is the roof monitors.

The monitors are oriented toward the south to allow the maximum penetration of warming sun in the winter, while limiting the entrance of unwanted sunlight in the summer.

The plan of the station enables entering patrons to see the platform below immediately as they enter the station and locates the fare collector in the center of the station so that he can see all parts of the paid and unpaid lobbies, the bus stop, the vertical circulation, and a good portion of the platform below.

en español

El diseño de esta estación es el resultado de la síntesis de varios objetivos principales. Se han combinado la claridad estructural y la introducción de luz natural; se han



Interior of Boylston Street Station

acentuado el área de pago y la circulación vertical (escaleras y elevadores). Se ha incorporado, además, un pabellón que define la entrada al edificio y refuerza la geometría de la

calle. Una fachada de 21 pies de altura contribuye su presencia al parque que habrá al cruzar la calle Boylston.

Green Street

Since the Phase IIA Milestone Drawings submitted in May 1978, architectural design studies for the Green Street Station have been concentrating on the lobby level plan and the general massing* of the buildings.

Studies for building massing are presently underway with major attempts directed toward the concerns voiced by community members at the last S.A.T.F. meeting. The station lobby level plan has progressed further after a thorough review by the coordinating consultants and MBTA operations and maintenance personnel.

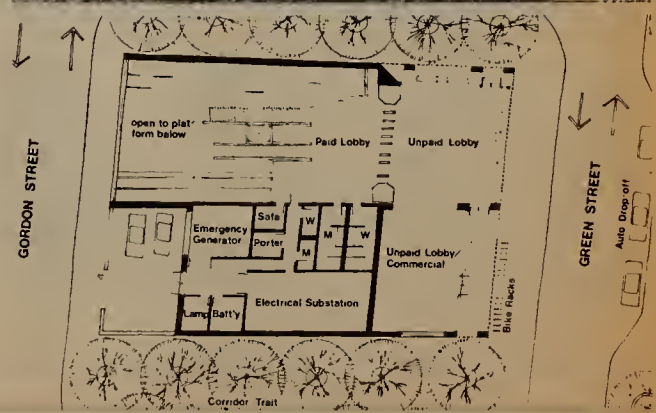
The lobby level plan from the earlier design milestone* presentation and the latest scheme are very similar. Some major differences are: (1) the elevator will be located between the stairway and escalator for safety reasons, (2) the major structural walls of the station headhouse have been relocated to align directly over the "boat

section" walls, and (3) the landscaping scheme has been modified to include rows of large trees on the west and east sides of the station.

en español

Desde que los arquitectos de la estación de Green Street sometieron a la MBTA un diseño esquemático para el llamado primer "poste millar"* de mayo de 1978, el trabajo de diseño se ha concentrado en el plano del nivel de entrada y conjunto de volúmenes del edificio.

El plano del nivel principal ha sido elaborado considerablemente desde que fué revisado por la comunidad, por el equipo de asesores técnicos del corredor y por los departamentos de operaciones y mantenimiento de la MBTA. Aunque el esquema actual para esta planta es parecido al diseño aprobado en el primer "poste millar", hay algunas diferencias importantes.

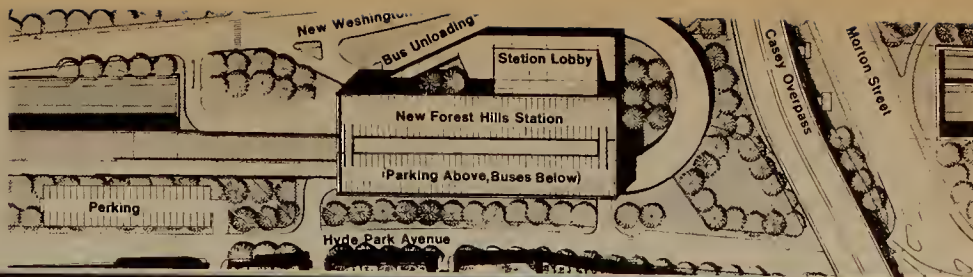


*MASSING: the organization of volumes of a building, as perceived from outside.

*DESIGN MILESTONE: major periodic reviews of station design progress.

*POSTE MILLAR: termino usado par indicar una revision general del diseno.

Right: New Forest Hills Station Plan. Existing station, elevated, embankment, and car barn are all demolished.



Forest Hills

The design team for the new Forest Hills Station has concentrated its efforts on reducing the overall area occupied by the station. Using the length and height of the existing Orange Line station as a goal for the size of the new station, the architects reorganized the station plans to shorten the building to a length of 425 feet while keeping an over-all height of 62 feet along Hyde Park Avenue and 40 feet along Washington Street. These dimensions are of the same scale as those of the existing station, which is about 380 feet long and about 60 feet high along Hyde Park Avenue. In addition, the station is set further back from Hyde Park Avenue than the existing one.

As part of the Southwest Corridor Project, all of the existing transit buildings, the Orange Line elevated tracks, the Orange Line car barn*, and the granite railroad embankment will be removed. They will be replaced by the new station building, a new railroad/transit right-of-way located in a tunnel under the station building, and new Orange Line storage tracks located in an area to be excavated to below the existing ground level behind the Davis Monument Company. When the new station is finished, most of the transit and railroad structures which have loomed over the neighborhoods surrounding Forest Hills Square will be forever removed. The land on which these structures stood will be developed as parkland. This parkland includes a restored Arborway at the north end of the station and new parkland areas on the east and south sides of the station facing Hyde Park Avenue.

The new Forest Hills station will be located one block south and about 60 feet west of the existing station. This means that the south

end of the station building will be roughly in line with the wall of the Minton Block facing Woodlawn Street and that the east wall of the new station (which faces Hyde Park Avenue) will be set back to align with the western (the side furthest from Hyde Park Ave.) side of the existing station.

Access to the new station for local residents will be made much safer and more enjoyable than it has been. This improved access will be made possible by a new street plan which will reduce traffic congestion and by the addition of traffic signals at key intersections around the station to allow patrons to cross the streets safely. Each new entrance to the station will include a landscaped plaza with sheltered walkways leading into the building.

At the last Station Area Task Force meeting for Forest Hills the design team made a presentation showing the existing station in comparison to the improved design for the new station. This presentation showed that the new station is much smaller and will have much less visual impact than the existing transit facilities.

The Forest Hills team is now studying the station design in more detail. The members of the team presented their recommendations for the reappearance of the interior and the exterior of the station, and the landscaped areas around it at the following Task Force meeting.

en español

Durante los últimos meses el equipo de diseño de la nueva estación de Forest Hills ha concentrado sus esfuerzos en mejorar el diseño con el fin de reducir el impacto de esta estación de gran tamaño en los vecindarios que la rodean. El equipo reorganizó los planos de la estación con la meta de lograr las dimensiones de la estación



Model photograph of New Forest Hills Station.



Existing Station Area: Elevated structures outlined will be removed.

existente, que tiene 380 pies de largo y 60 pies de altura frente a la Avenida Hyde Park. El diseño de la nueva estación es comparable con estas dimensiones; se proyecta que tenga una altura de 62 pies frente a la Avenida Hyde Park, 40 pies de altura frente a la calle Washington, y un total de 425 pies de largo.

Parte del trabajo de construcción será demoler todos los edificios existentes que sirven a la línea de tránsito, así como las rieles elevadas, el almacén de trenes al

sur de la estación y el terraplén de granito. A éstos los reemplazarán la nueva estación, una trinchera conteniendo las nuevas rieles y un área de estorage para los trenes, localizado atrás de la Davis Monument Company. Ya terminada la nueva estación, la mayoría de las estructuras de tránsito que se proyectan visualmente sobre el vecindario no estarán allí; la mayoría del terreno que éstos ocupan hoy será convertido en parques y jardines que rodearán la nueva estación.

*CARBARN: a large warehouse used to store transit cars.



Recent Activities of Training Program

Thirty new trainees have joined the Southwest Corridor Educational Training Program since our last issue of Corridor News. The new trainees are currently working in the firms designing the Corridor Project as well as within the MBTA. The counseling program and studios have begun as well.

The new trainees attended high schools throughout Boston. All trainees who now are enrolled in high school work a maximum of 19 and a minimum of 12 hours a week. Their hours include educational studios, counseling workshops and placements in firms where they work as interns.

The counseling program

centers around the philosophy that you have to know yourself before you know what you want to do. The counselors don't want to give a trainee a career to follow; they want to have the trainees define their own goals.

Drafting studios were held on Fridays and Saturdays for five weeks during January and February. The trainees attended studios taught by Educational Training Program instructors at the Boston Architectural Center. The curriculum of the studios included basic drafting, lettering, use of architectural and engineering scales, and in the advanced group, exercises in design.

The new trainees are really excited about the program.

en español

Desde que se publicó la última edición del Corridor News han pasado muchas cosas en el Programa de Adiestramiento Educacional. Han comenzado a trabajar treinta estudiantes en el programa y han comenzado los talleres y las sesiones de consejería.

En contraste con el programa piloto del verano pasado, cuando los estudiantes procedían de solo cinco escuelas secundarias en el corredor, los estudiantes actualmente en el programa vienen de muchas escuelas a través de Boston. Los que siguen en la escuela superior trabajan como internos entre 12 y 19 horas a la semana en las oficinas de una de

las firmas de asesores técnicos al Corredor.

En un ejercicio los estudiantes compararon el carácter de un edificio con su propia personalidad. En otro se comenzó una secuencia de entrenar a los estudiantes en destrezas de dirigir. La filosofía que orienta la consejería consiste en insistir en conocerse a uno mismo antes de decidir qué uno quiere hacer, qué carrera debe escoger.

Además, comenzando en enero, los estudiantes han participado en sesiones de dibujo técnico los viernes y sábados en el Centro de Arquitectura de Boston. Estas sesiones impartirán una gama de destrezas gráficas, desde usar una escala hasta diseñar una casa.

Corridor News Receives Award



Commended by Progressive Architecture for producing the Corridor News and SATF Notebooks is Wallace, Floyd, Ellenzweig, Moore, Inc., SWCP consultants in charge of coordination of planning and community participation.

Panelist Weiming Lu, urban designer with the City of Dallas, remarked "This highway and transit issue is a planning issue we have been struggling with for some time. The communication about such issues to the public is a serious, difficult process. It (Corridor News) seems to digest the complex design issues and make them more understandable to the citizens involved on a continuing basis. Its news stories, question-and-answer format, its community calendar that is easily read, its graphics, photos and documentation of the community process seem to me to be one of the best communication jobs I've seen."

Said panelist Jules Gregory of Uniplan, Princeton, N.J., "There is a lot of lip-service paid to citizen participation, just like energy concerns. But in this case, there is no mistaking what the level of understanding is."

Both panelists agreed that the most important feature of urban design was not just the "final product" but a realistic and sensitive framework that could have some effect on the quality of life.

en español

Tanto el "Corridor News" como las libretas de los Comités de Estación han sido objeto de atención nacional en la principal revista de arquitectura en el país, "Progressive Architecture". Recibieron uno de los premios nacionales que otorgó esta revista por ser un ejemplo excelente de instrumento de comunicación para promover la par-

ticipación comunal en lo que los jueces señalaron como "uno de los proyectos más grandes -sino el más grande- con este tipo de participación comunal."

Uno de los panelistas que otorgó el premio, Weiming Lu, diseñador urbano de la ciudad de Dallas, comentó que "este problema de tránsito y carreteras es un tema con que estamos luchando en la planificación desde hace mucho tiempo. La comunicación de estos problemas al público es un proceso serio y difícil. El Corridor News parece digerir complejos temas de diseño y hacerlos más fáciles de entender para el público. Sus reportajes de noticias, formato de preguntas y respuestas, su calendario de actividades, sus gráficas, fotos y documentación me parecen a mí uno de los mejores instrumentos de comunicación que he visto."

Contributing to this issue of the Corridor News: Kathy Banker, Peter Calcaterra, Maria Coleman, Susan Closter, Myles Cronley, Mauricio Gaston, Cynthia Graham, Don Grinberg, Janet Hunkel, Randall Imai, Linda Kaplan, Tosh Kawakami, Dick Kellegher, Roy Mann, Cheryl Myers, Tom Nally, Dana Nottingham, John Pilling, Dee Primm, Byron Rushing, Craig Stark.

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